



# The China Mail.

ESTABLISHED 1845

AGENTS  
For the "CHINA MAIL"  
and "OVERLAND CHINA MAIL"  
may be made by our agents at  
the following ports—  
Amoy, Canton, Hankow, Harbin,  
Hongkong, Kobe, London, Lyons,  
Manila, Peking, Shanghai, Singapore,  
Tientsin, Yokohama, etc.

No. 15,970.

號一十月七年四十一百九千一第

HONGKONG, SATURDAY, JULY 11, 1914.

庚申年六月初三日

PRIOB 3800 For Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS, Hongkong.

## THE MACHINERY OF THE AQUITANIA.

Britain's Largest Liner.

The Cunard steamship "Aquitania", Britain's largest liner, has made her maiden voyage to New York. Nearly a hundred feet below the engine-room skylight—far under water level—are thousands of tons of turbine engines, boilers, and other machinery. Engine and boiler rooms stretch in unbroken line for 600 ft. A hundred and sixty-eight furnaces devour hundreds of tons of coal daily, and convert some 10,000 tons of water into steam, affording power to drive this immense 50,000-ton mass of steel through the water as fast as a railway train. Underneath the machinery compartments are the inner and outer bottoms, divided into watertight compartments. The inner skin of the ship forms the side of the boiler and engine rooms, and the space between the two skins of the ship is divided by bulkheads into watertight compartments, used for the bunker coal. The machinery space is thus doubly protected.

The turbines which rotate the four propellers possess many unique features, two of them weighing 450 tons each. These turbines are revolved by the action of steam passing through rings of fixed and moving blades, which number over a million, and vary in length from 1½ to 30 in. When the steam leaves the turbines it exhausts into the condensers, where it condenses by the cool sea water through nearly 50 miles of tubes of 1½ in. diameter every hour. The condensation of these vast quantities of steam is owing to their size, upon an unparalleled scale, and is capable of handling 20,000,000 cubic feet of air per hour. The heart of the motive power of the ship lies in the starting platform. There are over 120 indicators and gauges are arranged, besides controlling levers, barometers, dials, and electric clocks. The engineer-officer in charge is thus made aware not only of what is happening in the machinery space, but in the most distant parts of the ship. He controls the turbines, the firing in the boiler rooms, and, in addition, most of the machinery and appliances on board for the comfort and convenience of passengers. Electricity is used on board for no fewer than 40 distinct purposes, and the officers in charge have the supervision of such different appliances as elevators, gymnastic apparatus, fire alarms, telephones, electric clocks—1,440 bell-pushers, deck cranes, submarine signalling apparatus, search-light, electric fans, and many others. In connection with these electric fans it may be mentioned that either by discharging warm air into the rooms or drawing out vitiated air, the plants can handle 12,000,000 cubic feet per hour.

## A STEPFATHER'S FIRST TASK.

Left in bed while their mother, a widow, was being married again two little children, Mary and Kate Redfern, aged five and three, of George-street, Lury, had a narrow escape from fire. Smoke was seen coming from the house. An alarm was raised and the children's mother and her bridegroom were informed. The door was forced, the bridegroom dashed through the smoke, snatched the children from their bed, and dropped them unharmed from the window to people in the street. The fire, which was soon put out, was in the kitchen.

The announcement was made recently that the Northwich Platten's Friendly Society, which has been in existence 122 years and is one of the oldest in the kingdom, is to be voluntarily dissolved. It consists of workmen employed on the River Weaver, and only workmen or their sons were permitted to enter.

## DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Druggists.

## BUSINESS NOTICES.

MILKMAID  
RICH THICK  
CREAM.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 11th JULY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

10 P.M. 'HEUNGSHAN.' 5 P.M. 'KINSHAN.'

### SUNDAY, 12th JULY.

10 P.M. 'FATSHAN.' 4 P.M. 'HEUNGSHAN.'

Single Fare by Night Steamer ..... \$ 6.40  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer ..... 4.00  
Return Fare by Day Steamer ..... 8.00  
The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

### HONGKONG TO MACAO.

Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

### MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO.

SUNDAY, 12th JULY.

The Company's Steamship "TAISHAN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

### FARES AS USUAL.

### CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANSHING,' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the day at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANTU.' These vessels have superior Cabin accommodation, and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly Prince's)

Opposite the Plaza Hotel.

## SINGON & CO.

ESTABLISHED A.D. 1870.

IRON STEEL METAL and HARD  
WARE-MERCHANTS. Wholesale  
and Retail. Ironmongers, Plumber and  
Foundry. Also Builders, General Store-  
keepers and Shipchandlers. Nos. 35 and  
37, HING LOOKE STREET, (2nd Fl., west  
of Central Market) Telephone No. 715.  
Hongkong, September 4, 1913.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites of Apartments with Private  
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.  
PERFECT SANITATION.  
Under Personal Management of  
O. E. OWEN, Proprietor.

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 68' x 34'

Pumps empty Dock in 2-3 1/2 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,  
providing conditions for painting ships with most efficient resins.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Ropes, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen on the premises of 11 a.m. and 12 noon at the  
Town Office.

SUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—'TAIKOODOCK.' Telephone No. 215.

## "MUMEYA."

"While-you-wait" Photography  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

## NEW SHIPMENT

Government guaranteed 1st Grade Butter.  
Packed specially in Australia for us. Absolutely  
Best Imported. None Better quality made.  
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS  
RESTAURANT IN THE EAST TRY THE

## ALEXANDRA CAFE

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

J. H. TARGART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Chinese, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms:—From 60 p.p. day Max.

Telegraph A.M. 'Peacote.'

P. O. PEUSTER,  
Manager.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

COOKS UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

## BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for  
over THREE-QUARTERS of a CENTURY.

WILKINSON'S  
ESSENCE OF PLANT EXTRACT OF RED JAMUNA.

"We cannot speak too highly of it."  
Lancet.

THE WONDERFUL PURIFIER of the HUMAN BLOOD  
most  
THE SAFEST  
MOST RELIABLE  
READY FOR

WILKINSON'S INDISPENSABLE TO  
SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG: DIXON, DUNN & CO., A. S. WATSON & Co., Ltd.

## GREEN ISLAND CEMENT CO., LTD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

PRICE 50 Cts. \$1.00 AND \$2.50 PER BOTTLE.

Prepared Only By

## THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

## BOURNVILLE COCOA



The Cocoa  
with the  
most delicious  
flavour.

Made by  
Cadbury's  
from the  
finest Cocoa

Hongkong, Dec. 17, 1913.

## CALBECK, MACGREGOR & CO.

(Established 1864.)

SOLE AGENTS FOR

## B. L. Whiskies

Gold Label and White Label

Prepared by the OLDEST FIRM OF  
DISTILLERS in the United Kingdom.



## INTIMATIONS

## G. FALCONER &amp; CO., LTD.,

## WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS' OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, etc., etc., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager

Hongkong, August 12, 1908.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 feet long.

Twins' Mill, 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459  
Shanghai, 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. K.9  
Estimates furnished on application.

WONG PING WA, Manager

Hongkong, April 1, 1913

## M. CHEUNG

ART, PHOTOGRAPHER.

CHILDREN'S PHOTOS  
A  
SPECIALITY.NOTE ADDRESS  
ICE HOUSE HONGKONGTHE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIP HUNKERS

HOUSEHOLD PURPOSES.

## KAIPING COKE

Compared with the best quality English Coke for

FOUNDRY, SMELTING and HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS  
FIRECLAY,  
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL &amp; CO., LTD., Agents.

## THE CHINA MAIL, LTD

UNDERTAKES

## ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE and ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUS

WINE LABELS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5, Wyndham Street.

European Supervision

Moderate Price

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD  
MEDICINE

Never before was there anything like it for its medicinal properties ever be equalled in all  
cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No  
overcoming and expelling disease, wherever and in whatever form met with removing all  
impurities, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and  
redness, humors, pains and swellings of the joints, discharges, blood-poison, eczema, leprosy,  
psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or syphilis, etc. It  
improves the general health, and quickly restores long-standing bronchitis, asthma, and hacking  
cough, spasmoidic cough, too often the precursor of consumption.

Send stamped addressed envelope for Free Booklet, or for 2/6 for Trial Bottle of either  
remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors  
may try to sell you something else the entire contents of the trial bottle of either  
VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS,

## INTIMATIONS

MITSU BISHIGOSHI KWAISHA  
(MITSU BISHI CO.)

## COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA  
SIMA, OCHI, MUTABE, YO  
SHINOTANI, KISHIDAKE, HOJO,  
KANADA, NAKAMURA, SAYO,  
SHINNEW and KAMITAMADA  
Collieries.

AGENTS for SAKITO, & OYUBARI  
COALS.

HEAD OFFICE - TOKYO.

BRANCH OFFICES -

Nagasaki, Moji, Kariya,  
Wakamatsu, Otsu, Muroran,  
Bakodate, Kobe, Osaka, Kure,  
Tokyo, Yokohama, Nagoya,  
Tsuruga, Shanghai, Hongkong,  
Hankow, Peking.

TEL. ADDRESS for above: 'IWASAKI'

Codes: -A1, ABC 8th Ed., Western Union.

## AGENCIES:

CHINKIANO: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.SINGAPORE: Messrs Borneo Co.  
Ltd.GLASGOW: Messrs A.R. Brown,  
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager.

No. 2, PRINCE STREET,  
HONGKONG.

S16

Business Connection in all  
Countries.INTERNATIONAL COMMERCIAL  
INTELLIGENCE BUREAU.AMSTERDAM, BRUSSELS,  
DAMRAK 81, 21, Bd. du JARDIN  
ROTTERDAM.LONDON: 13 ST. HILLEN'S  
PLACE, E.C.

HAMBURG: HANSEN &amp; CO.

ZURICH: KAMMER & ESCHER  
HAIN.

VIENNA: Manager: J. BENDIEN.

This Bureau aims to further international  
business connections and puts itself  
FREE OF CHARGE at the disposal  
of respectable firms, and furnishes:

a. Agents in any country.

b. Agencies.

c. Addresses of Exporters, Importers,  
Manufacturers, Agents etc. in  
every country.

d. Offers in any article desired.

The Bureau does not accept  
any Commission for Conne-  
ctions accomplished by its  
medium.Each firm desirous of utilizing the medium  
of this Bureau is asked to state  
references.The Bureau is enabled to GRANT ITS  
services FREE OF CHARGE to some  
thousand firms are subscribers and support  
the Bureau through an annual fee.  
All correspondence to be addressed to:  
J. BENDIEN, Director I.C.I.B.,  
Damrak 80, Amsterdam.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

HONGKONG, March 5, 1914.

**"CAPSTAN"**  
NAVY CUT  
TOBACCO &  
CIGARETTES  
"Always most welcome"

W.D. & H.O. WILLS BRISTOL & LONDON.

## COMMERCIAL

## SHARE REPORT.

Messrs. Vernon and Smyth, in their  
weekly share report, dated July 10th,  
state:—

Since our last report the local market  
has again ruled dull, but prices generally  
have remained steady and in a few in-  
stances advances have taken place. Lang-  
kate have been a dull market and now  
close with buyers at 11s. 4s. The "Oil"  
market in London closes quiet after firm-  
ing, and somewhat easier, owing doubt-  
less to settlement influences. The "Rub-  
ber" market according to our latest home  
advice is firmer, but business still remains  
very dull, and the "Tin" market is advised  
as being quiet. Fine Hard Palm is unchang-  
ed with a quotation of 2 1/2 per lb. and  
Plantation Sheet is advised as standing  
at 2 1/2 per lb. The Bank of England rate is  
unchanged at 3 per cent. and the open  
market rate of discount is reported as  
being 2 1/2 per cent. Bar Silver is  
quoted at 25 1/2 for ready and 25 1/2 for for-  
ward. Sterling T.T. at 1/10 1/2, Shanghai  
T.T. at 7 1/4 and Singapore T.T. at 80 1/2.  
Consols have improved and according to  
our latest advice stand at 75 1/2.

Bankers:—Hongkong and Shanghai have  
been brokered at 88 1/2 to 89 1/2 and  
close with 1/2 at the latter rate,  
London being a seller of London  
Register shares at 235. The figures for  
the past half year which have been an-  
nounced to-day, are, subject to audit, as  
follows:—To pay an interim dividend of  
2 1/2 per share, subject to deduction of  
income tax. Add to arrive the reserve fund  
£60,000. Write off Bank premises,  
£400,000 and carry forward about 20 1/2 lacs.

Marine Insurance:—Unions have im-  
proved to 78 1/2 buyers with no shares on  
offer at the rate, and Canton remain in  
demand at 85 1/2, with no business to  
report. North China now close with  
buyers at 7 1/2, 140, and Yangtze are un-  
changed at 81 1/2 nominal.

Fire Insurance:—China Firms are in-  
quired for at 155 without leading to  
business, and Hongkong Firms remain  
in request at 83 1/2.

Shipping:—China and Manilas have been  
placed at 40 and at which rate more shares  
are wanted. Douglases are now inquired  
for at 8 1/2, and Steamboats have buyers at  
8 1/2. Indo-China buyers at 8 1/2, and  
Star Lines close with buyers at 8 1/2.

Refineries:—China Sugars have buyers  
at 4 1/2, with no shares on offer, and  
Luzon remain neglected with sellers  
at 2 1/2.

Mining:—Kailans again close with a  
nominal quotation of 37 1/2, and at which  
rate they have a middle quotation in Lon-  
don. Raubers remain on offer at 3 1/2, with no  
business to report, and Tronols have  
sellers at 30 1/2.

"Oil":—Urul Caspian close locally  
with a nominal quotation of 46 1/2,  
and at which rate they have a middle  
quotation in London. The following mid-  
dle quotations were received from our London  
agents this forenoon viz Urul Caspian 46 1/2,  
Mexican Eagle 3 1/2, British Burmah 4 1/2,  
Makops 10 1/2, and Shells 37 1/2.

Docks, Wharves and Godowns:—Hong-  
kong and Whampoa Docks are inquired for  
at 80 1/2, with no shares on offer, and  
Kowloon Wharves close with buyers at  
80 1/2.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
terns, seven or eight diamond pins, and  
a number of ladies gold guards.

According to Cox's story, about two  
o'clock in the morning two men suddenly  
appeared outside the publichouse and  
kept guard over him while two others  
wrenched an iron rod which locked the  
shutters of the shop out of position.  
Two other men were stationed on the  
opposite side of the road. The two men  
who attacked the shop broke a pane of  
glass and cleared off with a large quan-  
tity of jewellery within five minutes. It  
was not until then that Cox was able  
to communicate with the police.

An examination of the shop showed  
that a treasure trove of gold had been  
one of the windows to descend the sound  
of breaking glass, in order not to dis-  
turb the people who lived on the pre-  
mises. Later in the day the iron rod  
was discovered in a garden near by.

The total value of the stolen property  
is £500, all of which is covered by in-  
surance. At present the following  
articles are known to have been stolen:  
—70 or 80 diamond rings, 80 gold  
watches, 20 gold bracelets of all pat-  
tern















## A. S. WATSON &amp; CO., LTD.

ESTABLISHED 1841.

## AERATED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

Pints \$1 per doz. Splits 60 cts. per doz.

## PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

Pints \$1 per doz. Splits \$0.50 per doz. Splits.

## STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the favour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Price \$0.85 per doz. Pints \$0.50 per doz. Splits.

## DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.00 per doz. Splits \$0.60 per doz. Splits.

W.M.

## POWELL

LTD. TELEPHONE 346

## SMART RAINCOATS

UNEQUALLED

FOR

QUALITY

STYLE

FINISH

PROOFING

CALL AND SEE THEM

HIGH-CLASS

GENTS

OUTFITTERS

## WE EXPRESS TO ANY ADDRESS

WE CLEAR, SHIP, PACK,

CARRY, TRANSPORT,

STORE AND INSURE

TO ALL PARTS OF THE WORLD.

## HONGKONG PARCEL EXPRESS AND STORAGE CO.

Tel. 1208

3 DUNDRELL STREET.

## THE CHINA MAIL

## TYPHOON

## MAP and

## GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 Cents

From the CHINA MAIL OFFICE.

## THE EDWARD DISPENSARY,

O. KAMMING &amp; Co., Ltd.

Chemists and Druggists.

## GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, &amp;c.

2A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1914.

## The China Mail

HONGKONG, SATURDAY, JULY 11, 1914.

## SUBMARINE OR BATTLESHIP.

Should the submarine boat supersede the battleship is the question that has been awakening keen interest at home of late as the result of a letter recently sent to the "Times" by Admiral Sir Percy Scott. This distinguished officer, as Reuters informed us at the time, has taken the view that the building of any more battleships now will be a misuse of money subscribed by the citizens for the defence of the Empire, as he can see "no use for battleships, and very little chance of much employment for fast cruisers." For a long time it has been recognised that the submarine-boat must take an increasingly important part in war tactics, and there is no doubt that in those peace manoeuvres, where war conditions are simulated, the submarine-boat has taken a place of growing significance and success.

But the storm of criticism which Sir Percy has raised in the columns of our contemporary would seem to show that the change he advocates now must be of gradual growth, and not a *volte face*, and that the acceptance of his view, as quoted, would be a grave danger to the defence of the Empire. It cannot be said that he has adduced convincing reasons for the complete change in naval policy which he advocates.

His view is that at the beginning of hostilities submarine-boats will be able effectually to bottle-up in harbours all surface craft, and that a battleship is not immune from attack even in a closed harbour, for the so-called protecting boom at the entrance can easily be blown away. Thus, if a battleship is not safe on the high seas or in harbour, he asks: "What is the use of a battleship?" Moreover, he says, submarine-boats are difficult to destroy, because "it is difficult to attack what you cannot see." Thus he contends that what we require is an enormous fleet of submarines, airships, and aeroplanes, and a few fast cruisers, provided we can find a place to keep the latter in safety during war time. We are at one with Sir Percy Scott in his view that we should have a great fleet of submarine-boats, but until other Powers decide to cease building battleships and other surface craft, it would be fatal for Britain to discontinue the present policy so far as these are concerned. A "Naval Officer" who has written most cogently on the weaknesses of Sir Percy Scott's contention that we must cease building battleships, controverts the premise on which Sir Percy builds his conclusion. The boom protecting harbours have never been destroyed by submarine-boats, and although torpedo-boat destroyers have been able to enter harbours thus protected, they have done so by "jumping the boom," with considerable damage to themselves. Moreover, if the enemy's surface ships succeeded in escaping from harbour, there would be serious menace to Britain, and particularly to our food supply, in consequence of the depredations which they might effect when unopposed by vessels of equal modernity and corresponding speed.

It is doubtful for a few years our present surface boats would equal in tactical quality those of the enemy. But if at Sir Percy Scott's injunction, we ceased building such vessels, while other Powers continued to do so, we should be placed in jeopardy in a very short time. It may not be easy to fight submarine-boats except by their opposites; but by reason of their comparatively low speed, they would never overtake a surface boat which might escape from harbour. Besides, it has not been established by Sir Percy Scott that the torpedo, practically the only weapon of the submarine-boat, would be effective. Again, the radius of action of such boats when submerged is very limited, not much more than 100 miles, so that in taking a voyage across the North Sea they would have to proceed "awash," and would then be subject to attack by torpedo-boat destroyers and other surface craft, and by aerial vessels.

Dr. Baron-Cathey of Fakhri, the author of the A. B. C. of Cantonese, has just published a book, through Messrs Kelly and Walsh, entitled "Medical Missionary Language Study: As it is and as it ought to be." The Preface and Apology that form part of the book are written in a manner that indicate the author to be an independent thinker, and one not afraid to tilt against the ideas of those assumed to be authorities on the subject with which the book deals. Writing chiefly for those entering upon Mission work, he says with reference to attending Sunday duties: "Young missionary, when you are told that it is 'the custom' to do this or that, consign the custom to the devil from whom it emanated, and obey God—no matter what it costs do not take the first downward step." Later we hope to give a more detailed account of the work. Its price is \$2.50.

The entries and clearances at all ports of China for the year 1913 totalled 190,738, with a tonnage of 91,374,830 tons, showing an increase of 44 million tons over the record year of 1910. As compared with 1912 the greatest increase—2,625 vessels and 23 million tons—is under the Japanese flag. The Chinese flag comes next with an increase of 4,454 vessels and 1,558,000 tons, and of this increased tonnage 873,000 tons was added on the Yangtze and 738,000 tons on the Kowloon, Canton, and West River runs, with vessels averaging about 150 tons burden. British tonnage maintains the advance made in 1912; and there is an appreciable increase under the American and German flags. French tonnage has declined, chiefly owing to the transfer of three steamers plying on the West River from the French flag to the Chinese, and Norwegian tonnage has fallen much below its average.

The following appointments by H.E. the Governor are gazetted: Mr. Christopher Wilson to be Lieutenant and Mr. L. N. Murphy to be Second Lieutenant in the Hongkong Volunteer Corps, with effect from July 7. Mr. Edward Jones and Mr. Robert Oliphant to perform the duties of Assistant Harbour Master during the absence on leave of Basil Reginald Hamilton Taylor, Commander, R.N., or until further notice. Dr. George Ernest Aubrey, M.R.C.S. (Eng.), L.R.C.P. (Lond.), M.B. (Lond.), B.S. (Lond.), to be honorary visiting physician and Dr. Charles Fowley, M.B. (Edin.), B.S. (Edin.), F.R.C.S. (Edin.), to be honorary obstetric physician to the Government Civil Hospital, with effect from July 10.

HONGKONG'S RAINFALL. The following table gives the monthly rainfall at the Observatory to the end of June with the means and extremes for 30 years:—

Month	Mean	Max.	Min.
January	6.00	14.4	3.43
February	3.24	1.69	7.95
March	1.10	2.99	14.40
April	4.40	5.51	14.89
May	12.62	11.71	48.84
June	12.25	15.68	34.37

The year's rainfall to the end of the month amounts to 37.74 inches, the 30 years mean for the same period being 30.02 inches.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

The German Mail of the 11th June was delivered in London on the 10th July.

The silk shipped from Hongkong by R.M.S. Empress of Asia on June 10th reached New York on July 8th.

A detailed account of the recent bomb outrage at Westminster Abbey perpetrated by a suffragette will be found on pages 4 and 5.

His Excellency the G.O.C., Troops, is to present a Good Conduct Medal to a Sergeant of the 2nd D.C.L.I., at Murray Barracks after the Parade Service tomorrow.

A new market area has been defined at Cheung Chiu. The market is managed by a committee appointed by the Kai Kung, subject to the approval of the District Officer.

Gun Practice will be carried on by the Military on Tuesday, the 14th July, from Pak Sha Wan, in a north-easterly to northerly direction, between the hours of 8 p.m. and 10 p.m.

The Pharmacy Amendment Ordinance, the amending ordinance to the Electricity Supply Ordinance 1911, and the ordinance to provide against the circulation in the Colony of seditious publications have received the approval of H. M. the King.

Four samples of bread, eight of milk and six of whiskey analysed by the Government analyst under the sale of food and drugs ordinance, 1896, during the quarter ended June 30 were all found to be genuine.

A rather unusual step of promotion recently fell to the lot of Sergeant Cavanagh, Grenadier Guards, who was promoted Hon. Lieutenant and Quartermaster of the Nigeria Regt., West African Frontier Force.

Mr. H. W. Denison, the foreign adviser to the Japanese Foreign Office, has been stricken with paralysis, and is not expected to recover. He has been taken to St. Luke's Hospital, Tokyo, where an operation was performed, but the patient is unconscious. (Mr. Denison is in his 63rd year, and has been connected with the Foreign Office since 1880.)

A Chinese who had taken a trip to Singapore with his concubine accused her—before Mr. Wood today—of stealing his goods and chattels on transferring her affections to another. The lady said that the articles were hers. The complainant did not support her. She had pawned a watch she was alleged to have stolen, and with the proceeds bought a pair of shoes and took another trip abroad. Mr. Wood bound her over in the sum of \$50 to come up for judgment when called upon.

The mean maximum temperature last month was 86.6, and the mean minimum 78.9 degrees Fahr. A total of 174.4 hours of sunshine was recorded; and 12.225 inches of rain fell, the rainfall was about three inches below the average for the past thirty years. A note by the Director of the Observatory states that the rainfall for the month of June, at the Botanical Gardens was 12.66 ins. on 18 days, at the Matilda Hospital, Mount Kallet, it was 13.15 ins. on 8 days, and at the Police Station, Taipei, it was 13.32 ins. on 18 days.

Dr. Baron-Cathey of Fakhri, the author of the A. B. C. of Cantonese, has just published a book, through Messrs Kelly and Walsh, entitled "Medical Missionary Language Study: As it is and as it ought to be." The Preface and Apology that form part of the book are written in a manner that indicate the author to be an independent thinker, and one not afraid to tilt against the ideas of those assumed to be authorities on the subject with which the book deals. Writing chiefly for those entering upon Mission work, he says with reference to attending Sunday duties: "Young missionary, when you are told that it is 'the custom' to do this or that, consign the custom to the devil from whom it emanated, and obey God—no matter what it costs do not take the first downward step." Later we hope to give a more detailed account of the work. Its price is \$2.50.

The entries and clearances at all ports of China for the year 1913 totalled 190,738, with a tonnage of 91,374,830 tons, showing an increase of 44 million tons over the record year of 1910. As compared with 1912 the greatest increase—2,625 vessels and 23 million tons—is under the Japanese flag. The Chinese flag comes next with an increase of 4,454 vessels and 1,558,000 tons, and of this increased tonnage 873,000 tons was added on the Yangtze and 738,000 tons on the Kowloon, Canton, and West River runs, with vessels averaging about 150 tons burden. British tonnage maintains the advance made in 1912; and there is an appreciable increase under the American and German flags. French tonnage has declined, chiefly owing to the transfer of three steamers plying on the West River from the French flag to the Chinese, and Norwegian tonnage has fallen much below its average.

## OCCASIONAL NOTES.

Reference was made in this column last week to the need of a shelter at the Kowloon ferry wharf under which in wet weather passengers can enter and leave their rickshaws; and to the necessity for the ricksha coolies being placed under better control. The wet weather of the past week has served to emphasise those needs. It is difficult to say which is the more urgent; but the present chaotic state of the ricksha traffic is a matter which can be remedied immediately, and without extra expense. If the Sikh policeman exercised a little common sense and the authority vested in him, the nuisance which occurs on the arrival of any ferry during the busy hours of a wet day could be mitigated, if not entirely obviated.

The lowering of the gangway is the signal for a score of coolies to rush pell-mell with their vehicles for the ferry exit. The vehicles invariably become tangled, there is endless confusion, and often harmless passengers who wish to walk and try to escape to the roadway get mixed up in the medley. To women and children the present state of things is a menace, and if it is allowed to continue an accident is bound to happen.

We welcome the suggestion—we have not heard that it is more than a suggestion at present—for the establishment of a European hospital at Kowloon. While this side of the harbour is well provided in this respect, the peninsula has no place where cases requiring more than home treatment can be received. There is at least one modern hospital devoted to the needs of the Chinese at Kowloon, and the European community has now become sufficiently large, with the prospect of a steady increase, to warrant the building of such an institution intended exclusively for its use. The need is a very real one. The removal of a patient across the harbour would no doubt often outweigh the advantages to be gained from hospital treatment, and apart from this consideration it is not always possible to send emergency cases to the city. Any scheme put forward will of course need very careful consideration, and in view of the rapid building development taking place on this side of the water it is not present needs alone that will have to be borne in mind.

With almost incessant rain and typhoons threatening, the past week in Hongkong has been the slowest experienced for quite a long time. With the exception of golf perhaps—and one needed to be very ardent indeed to even play this sport has been out of the question for some days. The overcast sky was responsible for the adjournment of numerous moonlight picnics, and to crown all we are denied the mild excitement afforded by a Saturday gymnkhana. But its ill wind that blows nobody any good, and the courts and greens will be all the better for the rest. The rain, while it must have added to the misery of the people of the flooded portions of the Delta, was doubtless welcomed by the Water Authority.

During the time the typhoon was threatening this week many people wondered whether it was not possible for the clouds showing its position and course to be hoisted earlier than was done. It is of course necessary for the Observatory officials to compare reports from surrounding stations before definitely fixing upon the position and course of a typhoon at any considerable distance from the Colony, but in the case of storms which are but a few hours away it should surely be possible to give the information before eleven o'clock. The charts, too, made rather a belated appearance, and lacked the customary red line denoting the typhoon's track. As no centre of it appears to have been lost, perhaps this was not clearly known to the Observatory.

A public health matter of interest to residents on both sides of the harbour is the poorness of the Colony's ambulance equipment. A patient who sets out for hospital on one of the out-of-date, badly sprung vehicles at present in use is handicapped from the start; and to see one of them jolting over some of the roads, such as the stretch along the sea front at Wanchai, brings to one's mind the line "Battle his bones, over the stones." If the Government could see its way clear to provide a few up-to-date, well sprung ambulances with pneumatic tyres it would be doing a public service, a journey to hospital would be less of a purgatory, and both the doctors and their patients would have a better chance.

The wail of the middle class man who is vainly searching for a house which will provide decent accommodation for his family at a rental within reach of his pocket is one to which we in Hongkong have unfortunately become quite accustomed. Old residents have become so used to the exorbitant rentals that they have almost ceased to grumble, but the new arrival who has not lost the habit of reckoning prices in their sterling equivalent, generally expresses himself forcibly and to the point.

Most of the unfortunate ones blame the Government. The almost complete absence of reservation laws has already enabled the Chinese to take many of the best sites on the middle levels simply by outbidding the European occupiers, and this is being repeated all over the Colony—except of course on the Peak and at Kowloon. While European standards demand a house for a family, the Chinese can manage very well in one room; and the division of the room among

## THE RAILWAY

## DAMAGED.

## NO THROUGH TRAINS.

The heavy rains have so damaged the Kowloon-Canton Railway near Sheklung that trains cannot get through. Passengers by the afternoon train yesterday got to Sheklung, forty miles from Canton and then had to return, reaching Kowloon late last night.

No through trains will run to-day and luggage and passengers are only being booked as far as Sheklung.

## PLAGUE IN ALEXANDRIA BUILDING.

## MOTION BY SANITARY BOARD MEMBER.

At the meeting of the Sanitary Board on Tuesday Mr. P. W. Goldring will move the following resolution:—  
"That in view of the recent outbreak of plague in Alexandria Building and the general insanitary and dirty condition of the passage ways between (1) Alexandria Building and the King Edward Road building and (2) between St. George's Building and King's Building, immediate steps be taken to provide for a regular inspection to take place between the hours of 7 p.m. and 7 a.m. of all buildings in the Central District which are used partly as offices and partly for residential purposes, so that a proper supervision and control may be exercised over the Chinese coolies and other servants employed in such buildings; and that the provisions of By-law No. 8, relating to scavenging and conservancy, be rigidly enforced."

## SOCIAL AND PERSONAL.

Mr. S. Morimoto, of the local office of the Toyo Kisen Kaisha, leaves on a three months' trip to Japan by the Shinyo Maru on the 14th.

Among the midshipmen who have come out by the P. and O. Nile for service with the China Squadron is H. C. Macdonald, the son of Mr. Donald Macdonald of Hongkong.

Captain T. W. T. Isaacs, 2nd Bn., Gloucestershire Regt., Tientsin, goes to the 3rd Bn., Gloucestershire Regt., Special Reserve, Bristol, for a tour of duty, vice Captain R. D. Scott.

Captain V. L. Bear, R.G.A., who was stationed at Stonecutters a few years ago, has vacated the appointment of Adjutant, Antrim R.G.A. Special Reserve, and joins the 17th Co., R.G.A., at Alderney, C.I.

Major G. T. Brierly, D.S.O., R.G.A., a former Adjutant R.A., Hongkong, was recently promoted, and is now posted from Antrim R.G.A. to the command of the 20th Heavy Battery, R.G.A., Fort Wallington, Farnham.

Mr. Eric Mitchell, son of the late Mr. E. W. Mitchell, formerly of Hongkong, and Mrs. Mitchell (née Lammert) arrived this morning by the s.s. "Hagcho" from Shanghai, having travelled out from Home via Siberia, to join the firm of Messrs. Bradley and Co. Ltd., here. Mr. Mitchell was employed for a while in the London office of Messrs. Dodwell and Co. Ltd.

## NEW VESSELS FOR THE BRITISH ADMIRALTY.

H.M.S. Miranda, building by Messrs Yarrow & Co., Ltd., of Glasgow, for the British Admiralty, was successfully launched at the firm's yard. This vessel, one of the three special destroyers ordered from Messrs. Yarrow & Co., Ltd., of their own design, is 260 ft. long by 26 ft. beam. The contract speed is 35 knots, and the vessel is fitted with Messrs. Yarrow's latest type of water-tube boilers and superheaters, by which a considerable economy in fuel is obtained. It is interesting to note that H.M.S. Miranda is the first vessel to be launched of the 1913/1914 programme known as the "M" class.

H.M.S. "Landrail," the fourth torpedo boat destroyer of the 1912/1913 programme, built by Messrs. Yarrow & Co., Ltd., of Glasgow, was handed over to the British Admiralty on the 10th ult.

This vessel which is 260 ft. long and 26 ft. in beam, is propelled by turbines, the steam being supplied by three of Messrs. Yarrow's latest type of water-tube boilers, fitted with feed heating and superheating arrangements, by which a considerable economy in fuel is obtained.

## FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following further donations to the Flood Relief Fund:—

Already acknowledged \$81,607.00

Mr. Leung Chak Chun	800
Messrs. Tai Wo Chong	100
Mr. Li Chuk Hin	100
Mr. Lam Ting Man	100
Mr. Lam Ting Man	100
Tai Shing Company	100
Messrs. Wing Wa Koo	100
Messrs. Tung Hing Lung	100
Messrs. Kwong Hing Lung	100
Messrs. Yu Shing Lung	100
Messrs. Kwong Tai Yuen	100
The Staff and Students of St. Ying College	68
The Staff and Students of Queen's College	35
Comptroller, Pacific Mail S.S. Co.	5
Messrs. Yu Ying Cheong	5
Messrs. Po Yuen Kung Chan	5
China Merchants' Steam Navigation Company	30
Messrs. Yu Shing Yuen	5
Messrs. Man Shun Wing	5
Messrs. Kwong Ki Hong	5
Messrs. Sun Tung Chong	5
Messrs. Tung Hing Lung	5
Messrs. Kwong Yick Cheong	5
Messrs. Sun Choy Lung	5
Hong Tai Company	5
Lin Ho Ku	5
Messrs. Yu Tai	5
Messrs. Sam Yick	5
Mr. Chiu Chung Tak	5
Tai Shus Company	5
Messrs. Shiu Fong Tai	5
Messrs. Sun Yu Koo	2
Chong Kam Ku	2
Messrs. Wing Yuen	2
Messrs. Tung Shing Wing	2
Messrs. Kwong Lung	2
Messrs. Kwong Ching Teung	2
Messrs. Fuk Hing Chong	2
Messrs. Sui Chi Teung	2
Messrs. Yu Fong Tai	2
Messrs. Wing Teung Kat	2
Messrs. Sam Yick Chan	2
Messrs. Kwong Woe On	2
Messrs. Chung Fuk Koo	2
Messrs. Tai Leo Chan	1
Mr. Ma Wai Nam	1
Mr. Yung Pak Yu	1
Messrs. Wing Shing	1
Messrs. Wing Fong	1
Messrs. Tai Tak	1
Tao Yu	1
Sam Miu Ku	1
Mr. Liu Chi Shan	1
Messrs. Kum Woo Lung	1
Messrs. Hop Cheong Lung	1
Messrs. Taoung Yuen	1
Messrs. Kwong Tai Lung	1
Mo Ming Shi	1
Mr. Chan Wing Chung	1
Mr. Chan Wing Pun	1
Mr. Chan Wing Cheuk	1
Mr. On Siu Fan	1
Mr. Yung Yu Nam	1
Wai Shi	1
Kan Chong Shi	1
Kan Pun Shi	1
Mr. Kan Po Chi	1
Lin Cheong Tong	1
Leung Fuk Woo Tong	1
Mr. Pok Wing	1
Fung Ho Shi	1
Mr. Choy Siu Lok	1
Messrs. Teung Tai	1
Mr. Kwok Tak Shing	1
Yan Ming Shi	1
Mr. Yung Chit Ting	1
Mr. Li Kwong Tong	1
Messrs. Kwong Tai Yuen	1
Messrs. Tak Cheong	1
The Students of Wai Yeh Night School	1
Messrs. Hoi Lee	1
Messrs. Tsung Yee	1
Messrs. Sun Tai	1
Messrs. Tung Yu Lung	1
Messrs. Ho Hing Lung	1
Messrs. Yee Shing Lee	1
Messrs. Hing Cheong Tai	1
Mr. Li Sing Hoi	1
Messrs. Shu Lung	1
Messrs. Kwong On	1
Messrs. Si Woo Lung	1
Messrs. Yee Hing Lung	1
Messrs. King Hoi Tung	1
Li Lung Shi	1
Messrs. Woo Shing	1
Ching Ching Shi	1
Messrs. Yu Woo	1
Wan Yau Ming Shi	1
Messrs. Fong Chan	1
Messrs. Tung Lee	1
Messrs. Tung Yu Lung	1
Messrs. Sun Kwong Lung	1
Messrs. Tung Shing Lung	1
Messrs. Sun Nam Hing	1
Mr. Wong Shu Sum	1
Messrs. Man Cheong	1
Mr. Fung Yau Chi	1
Messrs. Tai Shing	1
Messrs. Kwong Yick Wing	1
Messrs. Chi Teung	1
Messrs. Hing Chun Yuen	1
Messrs. Tung Yuen	1
Messrs. Pok Woo Tai	1
Messrs. Men Cheung Lung	1
Messrs. Lo Shum Lung	1
Tong Yung Shi	1
Messrs. Tai Fong Lung	1
Messrs. Po On Cheong	1
Messrs. King Hoi Kok	1
Messrs. Kwai Chan	1
Mr. Ng Yick Chi	1
Choy To Shi	1
Messrs. Ka Lun	1
Mr. Lam Ip Shing	1
Messrs. Kwong Hong Fong	1
Messrs. Kwai Tung Yick	1
Messrs. Hop Yick Yoo	1







## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the  
DATES named—

For	Steamers	To Sail	Remarks
SHANGHAI, KOBE, YOKOHAMA	NILE	11th July	Freight and Passage.
SHANGHAI	DEVANHA	About 18th July	Freight and Passage.
LONDON, via Cape of Good Hope	ASSAYE	18th July	Freight and Passage.
LONDON & ANTWERP, via Suez, Port Said, Suez, Port Said & Malakka	NAGOYA	About 22nd July	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.  
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND  
THE CANADIAN PACIFIC RAILWAY.  
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong.	Day	Time
EMPEROR OF INDIA	WEDNESDAY, July 22.	
EMPEROR OF ASIA	WEDNESDAY, Aug. 5.	
EMPEROR OF JAPAN	WEDNESDAY, Aug. 19.	
EMPEROR OF RUSSIA	WEDNESDAY, Sept. 2.	
MONTAGUE	WEDNESDAY, Sept. 9.	

Steamships leave HONGKONG at 12.00 Noon.

The EMPERORS OF RUSSIA and EMPERORS OF ASIA are new quadruple screw 21 knot turbine steamers of 18800 tons gross—30,025 tons displacement—the finest, fastest and most luxurious on the Pacific.  
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.  
Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.  
The Company's chain of Hotels across Canada are unsurpassed for comfort.

## PASSAGE RATES, HONGKONG TO LONDON

Steamer	Optional Atlantic Port	Rate
EMPEROR OF RUSSIA	Optional Atlantic Port	\$71.10.
EMPEROR OF ASIA	do	do
EMPEROR OF JAPAN	do	do
EMPEROR OF RUSSIA	do	do

MONTAGUE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—\$45.  
Atlantic, via Boston or New York—\$45.  
Meals and sleeping car across Canada not included in any of the above rates. If required such will cost \$5 additional.  
Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.  
SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.  
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to  
D. W. CHADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong:	Proposed Sailings.	From Colombo:
1st August.	Connecting with "GUJARAT"	17th August.

Excellent Accommodation for 1st and 2nd Class Passengers.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS" About 24th of July.  
First Class Accommodation for Passengers.  
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to  
THE BANK LINE, LIMITED.  
MILWAUKEE AGENTS.

## HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast).

## FOR BOSTON &amp; NEW YORK.

S.S. MUNCASTER CASTLE, on or about 16th July.

For Freight and further particulars, apply to  
DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at COLOMBO, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND TO PORTS IN THE  
PROPOSED SAILINGS FROM HONGKONG

Steamer from Hongkong.	On or about	Connecting at Colombo with	On or about
TAKADA	July 11.		
KUTSANG	July 16.	"UMHLOZI"	2 August.

For Freight and further particulars apply to  
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI  
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

Steamer	For	From	Day	Time
S.S. BANRI MARU	For Singapore, Batavia, Cebu, Samarang & Sourabaya	22nd July		
S.S. BOKU MARU	For Singapore, Batavia, Cebu, Samarang & Sourabaya	29th Aug.		
S.S. BOKU MARU	For Singapore, Batavia, Cebu, Samarang & Sourabaya	29th Aug.		
S.S. BANRI MARU	For Singapore, Batavia, Cebu, Samarang & Sourabaya	29th Aug.		
S.S. BOKU MARU	For Singapore, Batavia, Cebu, Samarang & Sourabaya	29th Aug.		

For Freight or Passage apply to  
DODWELL & CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANCHURIA 27000 tons  
KOREA 18000 tons SIBERIA 18000 tons  
CHINA 18000 tons NILE 18000 tons  
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

Steamer	Day	Time
S.S. KOREA	Sailing Thursday, 22nd July, 1 p.m.	
S.S. SIBERIA	Sunday, 2nd August, 1 p.m.	
S.S. CHINA	Tuesday, 11th August, Noon.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, billiard tables, etc.—and a full and complete outfit throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.  
For further information, rates, literature, schedules, etc., apply to  
K. C. MORTON, Agent,  
King's Building (opposite Blake Pier), Telephone No. 141.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Speed	Leave Hongkong
SHINYO MARU	22,000-21 knots		Tuesday, 14th July.
OHIO MARU	22,000-21 knots		Tuesday, 4th August.
TENYO MARU	22,000-21 knots		Tuesday, 25th August.
NIPPON MARU	11,000-18 knots		Tuesday, 8th September.

Steamers via Shanghai will be despatched at NOON.

First Class	London	Return (6 months)
First Class to London	\$71.10.	\$120.
First Class to New York	\$80.	\$130.10.
First Class to San Francisco	\$45.	\$83.

## SPECIAL SUMMER RATES TO JAPAN.

Steamer	Rate	Rate
NAGASAKI	\$120.	
KOBE	\$135.	
YOKOHAMA	\$150.	

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.  
SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.  
Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.  
Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Speed	Sailing
ANYO MARU	18,500-15 knots		

For full particulars as to Passage and Freight apply to  
S. MORIMOTO, Agent.

Telephone 231. KING'S BUILDING (Opposite Blake Pier).

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.

For	Steamers	To Sail
SHANGHAI, KOBE, YOKOHAMA	AMAZONE	13th July.
YOKOHAMA	PAUL LECAT	27th July.
MARSEILLES, via Ports of Call	CHILL	14th July at 1 p.m.
	ANTILLIQUE	28th July at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.  
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and ADEN, and at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.  
Circular tickets to Europe via Suez and SHANGHAI Route and vice versa delivered here.

For further particulars apply to  
P. THOMAS, Agent.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE  
TO AUSTRALIA via MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
ALDENHAM	August 1st	July 31st at 10 a.m.
EMPIRE	August 3rd	August 2nd at 10 a.m.
ST. ALBANS	August 5th	August 4th at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars apply to  
GIBB, LIVINGSTON & CO., Agents.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	CHANGHAI	July 12, Daylight.
SHANGHAI & TIENTSIN	CHANGHAI	July 12, at 4 p.m.
MANILA, CEBU & ILOILO	CHANGHAI	July 14, at 4 p.m.
CHEFOO & NEWCHANG	CHANGHAI	July 14, Daylight.
PARROT & HAIKONG	CHANGHAI	July 15, at 9 a.m.
SHANGHAI	CHANGHAI	July 16, at 4 p.m.
SHANGHAI & TIENTSIN	CHANGHAI	July 18, at 4 p.m.
MANILA, CEBU & ILOILO	CHANGHAI	July 21, at 4 p.m.
WEIHAIWEI & TIENTSIN	CHANGHAI	July 23, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Twin screw steamers "Chihua," "Taming," & "Tea."

SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui," "Chen," "Shanghai," and the S.S. "Kanchow," "Lanchow," and "Yingchow," having excellent accommodation with Electric Lights throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconveniences of transshipment at Woosung.

REDUCED FARES—  
Hongkong to Shanghai—Single \$45. Return \$75.  
Hongkong to Tientsin—Single \$75. Return \$125.  
For Freight or Passage apply to  
B. T. TIERFIELD & SWIRE, AGENTS.

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	Steamers	To Sail
TIENTSIN	CHONGSHING	TUESDAY, July 14, at 10 a.m.
SHANGHAI, KOBE & MANILA	LAISANG	TUESDAY, July 14, at Noon.
SINGAPORE, PENANG & CALUTTA	KUTSANG	WEDNESDAY, July 15, at Noon.
MANILA	LOONGSANG	SATURDAY, July 18, at 2 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Kutsang, Namsang & Loongsang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 25 days. This service is supplemented by the Kutsang, Namsang, Loongsang, and returning direct to Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Lights.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Lights.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tientsin.

Taking Cargo on through Bills of Lading to Khat, Lahad Datu, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure.
LONDON & ANTWERP	DEN OF RUTHVEN	About 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE.

TACOMA & PORTLAND—DEN OF AIRLIE—About 10th August.

For freight and further particulars, apply to  
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. DILWARA, 5,378 tons, Capt. Hargreave, will be despatched for KOBE and MOJI on 14th July at Noon.

S.S. G. APOAR, 4,600 tons, Capt. J. E. Drans, will be despatched for SHANGHAI, KUBE and MOJI on 28th July.

WESTWARD.

S.S. TAKADA, 8,900 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th July.

S.S. TOBILA, 5,205 tons, Capt. Swanson, will be despatched for above on 2nd August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to  
DAVID BARBOON & CO., LTD., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

## SHIPPING



STRAITS STEAMSHIP COMPANY.  
COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RETA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Capt. G. J. Conwell, carrying His Majesty's Mail will be despatched from this port for HONGKONG on SATURDAY, the 18th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Service from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ship and Valuable, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. Calcutta due in London on 29th July 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT, Superintendent.

Hongkong, July 4, 1914.

## FOR MOJI, JAPAN; MANZANILLO, MEXICO; CALLAO, PERU; AND IQUIQUE, CHILE.

THE Steamship

MEXICO CITY.

Captain N. A. STARKY, will be despatched for the above ports on the 18th instant.

Electric light throughout and good accommodation for first and second-class passengers.

For freight or passage apply to  
ENG HOK FONG S.S. Co.,  
87 Des Voeux Road Central.

Hongkong, July 4, 1914.

## ORIENTAL-AFRICAN LINE.

FOR SINGAPORE, MAURITIUS AND SOUTH AFRICAN PORTS.

THE Steamship

SALAMIS.

4509 tons, Captain D. A. GARDINER, will be despatched as above on FRIDAY, 24th July, at Noon.

For Freight and Passage, apply to  
THE BANK LINE, LIMITED,  
Managing Agents.

Hongkong, July 10, 1914.

## THE "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast)

THE Steamship

"INDRAKUALA"

Captain A. H. SMITH, will be despatched as above on MONDAY 27th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

For Freight and passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub Ex. No. 9.

Hongkong, July 8, 1914.

## THE AMERICAN &amp; ORIENTAL LINE.

FOR BOSTON AND NEW YORK via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

ROY L. PRINCE.







